

CAPITAL IMPROVEMENT PROGRAMS **FY25-26 and 5-YEAR PLAN**

Bicycle Pedestrian Commission
April 16, 2025



CUPERTINO

Tonight's Action

Subject: Fiscal Year 2025-2026 Capital Improvement Programs and Five-year Plan.

Recommended Action: Receive presentation and provide input on the development of the proposed Fiscal Year 2025-2026 Capital Improvement Programs and Five-year Plan as Related to Bicycle, Pedestrian and Transportation Projects.


CIP webpage

For more detail on the status of current CIP projects, refer to the CIP page found under Public Works

Navigation: *Cupertino.gov > Your City > Departments > Public Works > Capital Improvement Programs Projects*

[Home](#) / [Your City](#) / [Departments](#) / [Public Works](#) / [Capital Improvement Programs Projects](#)

Capital Improvement Programs Projects



Capital Improvement Programs (CIP) projects are city-funded improvements to city land, parks, building and infrastructure. A Capital Improvement is a project that enhances the unit of property, restores or prolongs the useful life of the unit of property, or adapts the property to a new or different use. Capital Improvements are assets that are capitalized each year; routine maintenance projects are not. The CIP is a multi-year plan that identifies, plans and implements improvements over time, accounting for budgetary and staffing constraints, as well as ongoing facility and infrastructure needs.

How do we prioritize/rank the CIP projects?

- Repair or upgrading necessary to protect public Health and Safety take highest priority.
- Council Priorities, Commission suggestions and Community input.
- Subsequent phases of existing projects.
- Master Plans and General Plan have many stated goals and policies that affect the generation of CIP projects.
- Fiscally responsible use of City resources, including staff time and funding. If projects have secured (or could secure) outside funding, that is also considered.


[Projects](#) +

[CIP Dashboard](#) +

[Engage Cupertino](#) +

[CIP Books](#) +

[Other Resources](#) +


Menu

Contact Us

Capital Improvement Programs
Phone: 408.777.3354
capitalprojects@cupertino.gov

City of Cupertino Notifications Signup

[E-Notification Signup](#)

FY25-26 CIP

Agenda

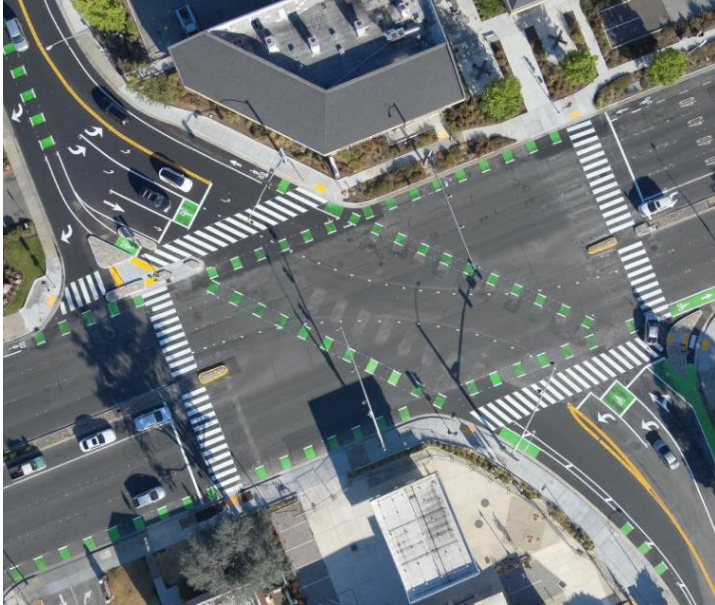
1. FY24-25 Achievements
2. Existing CIP Projects status
3. Proposed FY 25-26 CIP and 5-Year Plan
4. Next Steps

An aerial photograph of a community pool and sports field. The pool is in the foreground, with a smaller pool area behind it. A large green sports field is to the right. There are buildings and trees in the background. The text "FY24-25 Achievements" is overlaid in the center.

FY24-25 Achievements

Achievements: Completed projects

McClellan Rd/De Anza Intersection



Vai Avenue Storm Drain Outfall repair

Achievements: Completed projects

DeAnza Bike Lanes



Blackberry Farms Pools

Achievements: [Nearly] Completed projects

Jollyman All-Inclusive Playground



An aerial photograph of a water treatment facility. The facility features several large, circular concrete tanks arranged in a cluster. A prominent, winding canal or channel runs through the center of the site. The surrounding area is a mix of green grass, trees, and some industrial structures. The text "Existing CIP Projects" is overlaid in the center of the image.

Existing CIP Projects

Existing CIP Projects

1	ADA Improvements (Annually funded)
2	Facilities Condition Assessment (FCA) Implementation
3	City Hall Annex
4	City Hall Improvements
5	Library Expansion Project: landscaping & courtyard
6	All Inclusive Play Area & Adult-Assistive Bathroom Facility (Jollyman Park)
7	Lawrence-Mitty Park and Trail Plan
8	Park Amenity Improvements
9	MRP West Parking Lot Improvements (Habitat monitoring)
10	Annual Playground Replacement
11	Stevens Creek Bridge Repair
12	McClellan Road Bridge Reconstruction
13	City Lighting LED improvements
14	City Bridge Maintenance Repairs (BPMP)
15	Street Light Installation - Annual Infill (Annually funded)
16	Vai Avenue Outfall

17	Stevens Creek Blvd CL IV Bikeway - Phase 2A & Design
18	Stevens Creek Blvd CL IV Bikeway - Phase 2B Design (included in Phase 2A)
19	Stevens Creek Blvd CL IV Bikeway - Bandley Dr. Signal
20	Bollinger Road Corridor Study
21	Roadway Safety Improvements - High Friction Pavement & Speed Feedback Signage (HSIP)
22	Tamien Innu - East Segment
23	Tamien Innu - Central Segment
24	Tamien Innu - West Segment
25	School Walk Audit Implementation
26	Electric Vehicle Charging Station (EVCS) expansion - Service Center
27	Photovoltaic Systems Design and Installation
28	Silicon Valley Hopper EV Parking

28 projects: 5 Facilities, 5 Parks & Recreation, 6 Streets & Infrastructure, 9 Bike/Ped/Transportation and 3 Sustainability

*Yellow = Facilities *Green = Parks *Orange = Streets & Infrastructure *Blue = Transportation *Magenta = Sustainability

Proposed FY 25-26 CIP and 5-Year Plan



How do we prioritize the CIP projects?



Repair or upgrading necessary to protect public **Health and Safety** take highest priority.



Council Priorities, Commission suggestions and **Community input**.



Master Plans and General Plan have many stated goals and policies that affect the generation of CIP projects. This prioritization also includes Facility, Storm Drain and other Condition Assessment Reports.



Subsequent phases of existing projects, or projects in the queue that need to be activated.



Fiscally responsible use of City resources, including staff time and funding. Projects that have secured external funding, or which can result in positive fiscal impacts to the City.

Proposed FY 25-26: Storm Drain Outfall Repairs



The 2024 Storm Drain Outfall Condition Assessment report identified multiple structural defects of existing storm drain pipelines that need to be rehabilitated. These defects pose a significant risk to the integrity of the storm drain system. Addressing the issues through timely rehabilitation is crucial to maintain the functionality of the system. This funding will address the three outfalls with the most severe damage and present as imminent failures. In following years, additional funding will be requested to address deficiencies noted in the report.



\$950,000 City Funding
\$0 External Funding
\$950,000 Total

Proposed FY 25-26: **Additional Funding for Existing projects**

ADA Improvements:

\$110,000

(Funded Annually)

Facilities Condition Assessment (FCA)

Implementation: \$940,000



Proposed FY25-26 Projects

Project name	Project Description	INTERNAL	EXTERNAL	FY25-26 Funding
Storm Drain Outfalls Repairs	<i>New Project</i> Following the recommendations of the 2024 Outfalls Report	\$950,000	\$0	\$950,000
ADA Improvements (Annually funded)	<i>Additional Funding</i> This is an ongoing program, funded annually, to improve accessibility at all public facilities throughout the City.	\$110,000	\$0	\$110,000
Citywide Facilities Condition Assessment (FCA) Implementation	<i>Additional Funding</i> Implement priority recommendations identified in the Facility Condition Assessment reports.	\$940,000	\$0	\$940,000
		\$2,000,000	\$0	\$2,000,000

*Yellow = Facilities *Green = Parks *Orange = Streets & Infrastructure *Blue = Transportation *Magenta = Sustainability

Proposed CIP 5-year plan

Project	FY25-26 Funding	Year 2 FY26-27	Year 3 FY27-28	Year 4 FY28-29	Year 5 FY29-30
ADA Improvements (Annually funded)	110,000	115,000	120,000	125,000	130,000
Facilities Condition Assessment (FCA) Implementation	940,000	2,300,000	1,000,000	1,000,000	1,000,000
Outfalls Repairs	950,000	600,000	600,000	600,000	600,000
BBF Golf Course Irrigation Renovation				1,580,150	
totals	2,000,000	3,015,000**	1,720,000	3,305,150**	1,730,000

***This total exceeds the capacity of the current Capital Reserve. Additional external funding will be required.*

*Yellow = Facilities *Green = Parks *Orange = Streets & Infrastructure *Blue = Transportation *Magenta = Sustainability

Next Steps

Next Steps

- **PROPOSAL DEVELOPED/STAFF & CMO REVIEWS**

FY25-26 and 5-year CIP proposal developed in February 2025, following input from Staff and Commissions. Staff reviews proposal with Senior Leadership and the City Manager.

- **COUNCIL – April 2**

FY25-26 and 5-year CIP proposal previewed at [this] 4/02 City Council meeting.

- **COMMISSIONS April 3, 16 and 17**

FY25-26 CIP proposal will be reviewed at 4/03 Parks & Rec, 4/16 Bike Ped, and 4/17 Sustainability Commission meetings.

- **PLANNING COMMISSION – April 22**

FY25-26 CIP proposal presented at the Planning Commission, to review for conformance to the General Plan.

- **CITY COUNCIL – May/June**

CIP will be proposed as part of City's Annual Budget review

Thank You!



CUPERTINO

Stevens Creek Blvd Corridor Vision Study

A Multijurisdictional Long-Range Planning Study

Matthew Schroeder

City of Cupertino
Senior Transportation Planner



CUPERTINO

Project Background

History

- Informally initiated in 2017 as a working group for regional transportation coordination with VTA, Santa Clara, San Jose, and the County. The project was initiated in 2019 with the adoption of Resolution No. 19-089.

Purpose

- Develop an aspirational community 'vision' for the Corridor
 - Balancing the needs of all roadway users
 - Not an immediate, prescriptive plan
 - Phased approach based on agency discretion



Cupertino's Role

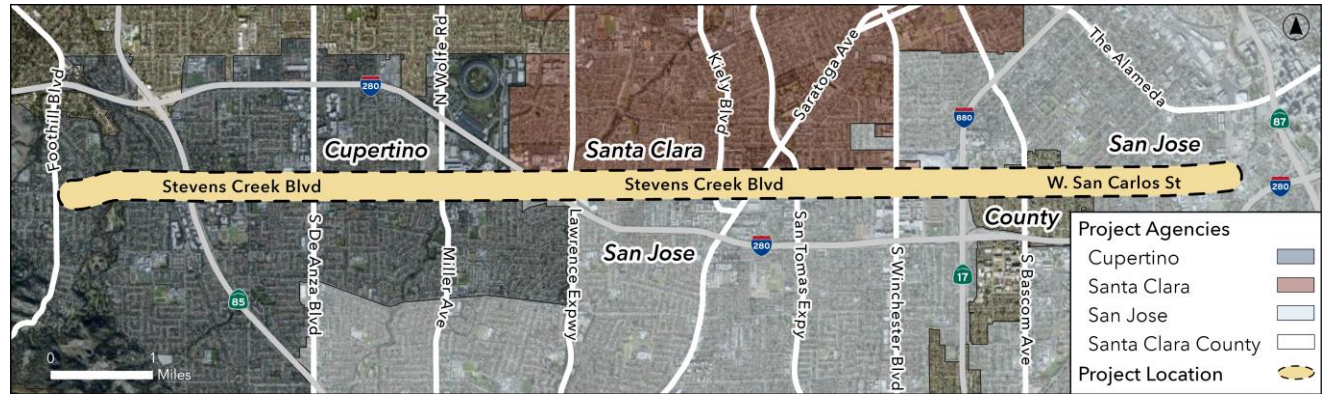
Directed by Resolution No. 19-089

- Support efforts to study improving transit efficiency and streetscape.
- Support continuing ongoing conversations regarding high-capacity transit service along the Corridor, with the understanding that it would:
 - Not use general-purpose lanes or adversely impact vehicular capacity on City surface streets;
 - Be grade-separated and time-competitive with automobile travel;
 - Study an alternate alignment along I-280.

Project Location

Project Limits

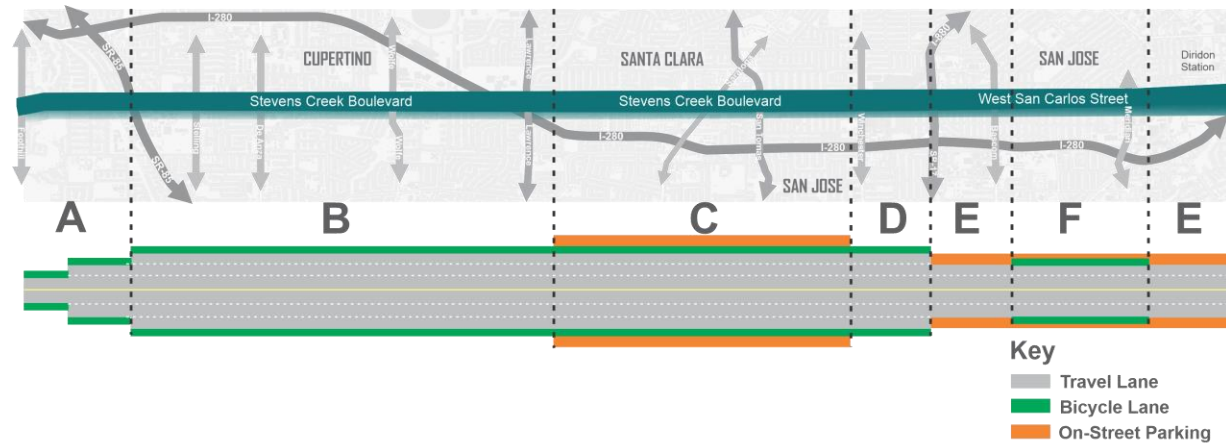
- Stevens Creek Boulevard/West San Carlos Street (9 miles)
 - From Foothill Blvd in Cupertino to Diridon Station in San Jose



Project Location

Project Limits

- Stevens Creek Boulevard/West San Carlos Street (9 miles)
 - The roadway varies along the Corridor



Project Location

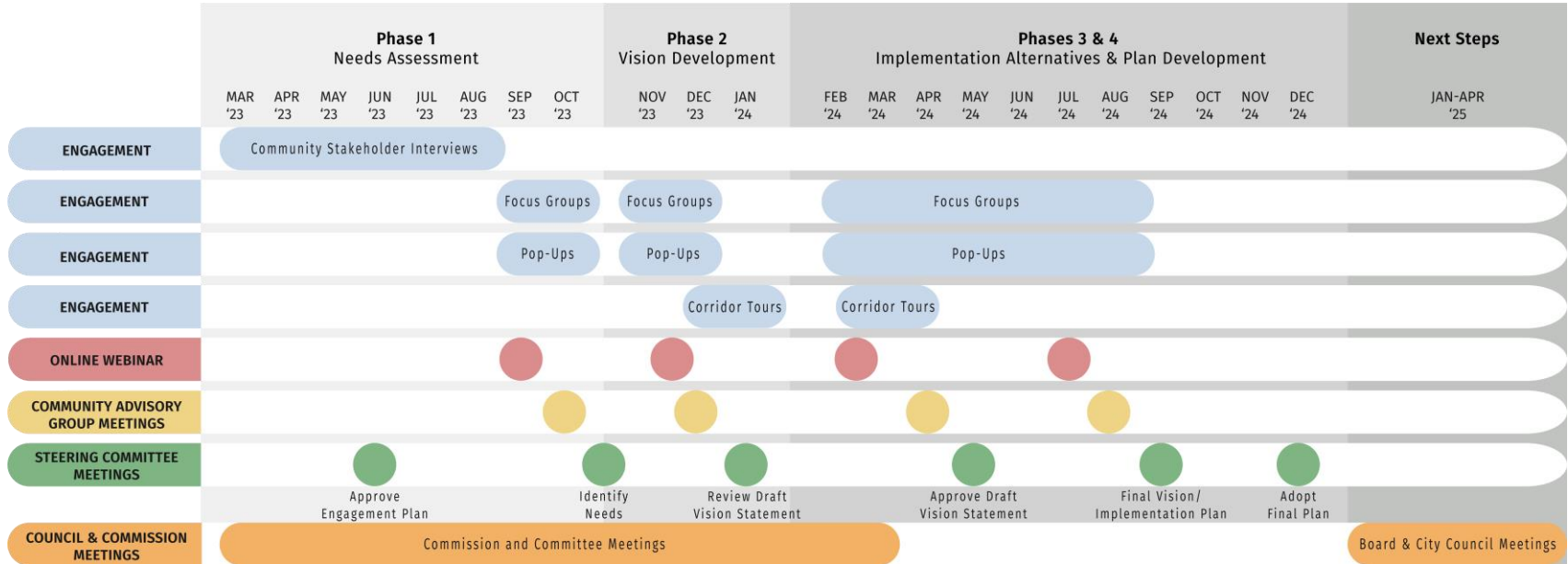


Project Structure

Group Roles & Responsibilities

- Steering Committee - 5 members
 - Elected officials from Cupertino, Santa Clara, San José, Santa Clara County, and VTA
- Community Advisory Group (CAG) - 12 members
 - Residents, businesses, and advocacy groups
- The Public
 - Surveys, webinars, and pop-up events
 - Outreach led by Winter Consultants

Project Schedule



Community Outreach

Engagement Methods

- Stakeholder interviews (40)
- Focus groups (4)
- Pop-Ups (7)
- Corridor tours (4)
- Online webinars (4)
- Community Advisory Group meetings (4)
- Steering Committee meetings (5)
- Website/agency communications/surveys



Community Outreach

Engagement Methods

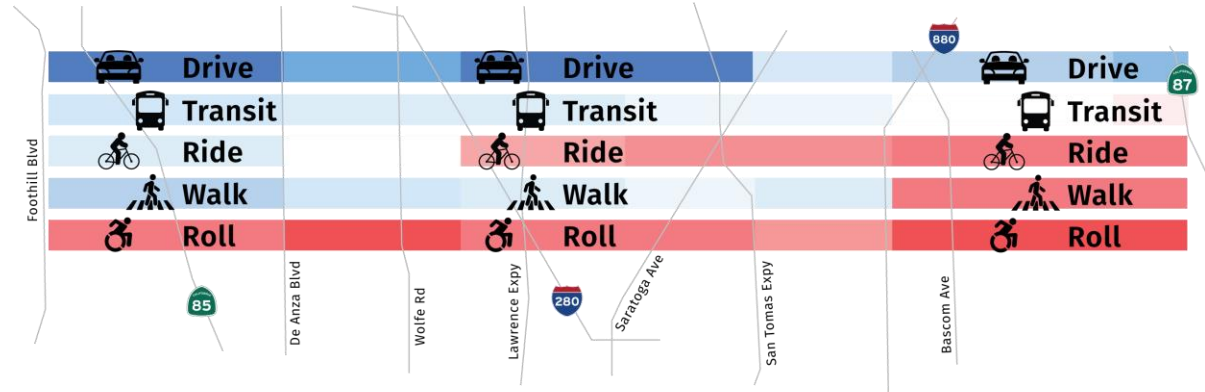
- Agencies provided an equivalent amount of outreach

Cupertino Events

- De Anza Farmers Market
- Cupertino 4 All Regular Meeting
- Bike Corridor Tour
- Steering Committee Corridor Tour
- High School Student Virtual Corridor Tour
- Walking/Transit Corridor Tour
- College Student Virtual Focus Group
- De Anza Flea Market



Community Outreach



Very comfortable and convenient

Somewhat comfortable and convenient

Very uncomfortable and inconvenient

Somewhat uncomfortable and inconvenient



Community Feedback by Phase

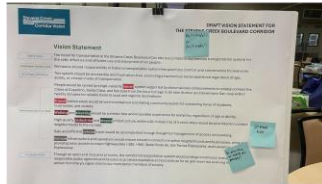
Phase 1: Needs Assessment

- Vehicle Speed are too high
- Safety Concerns for all modes
- Barriers
- Better transit, walking, and biking infrastructure
- Better Crossings



Phase 2: Vision Development

- Better transit service
- Complete streets
- Community integration
- Bikeability and walkability
- Corridor Connections



Phase 3: Project Recommendations

- Protected bike lanes
- Transit lanes
- Separated transit
- Shade trees
- Crossings

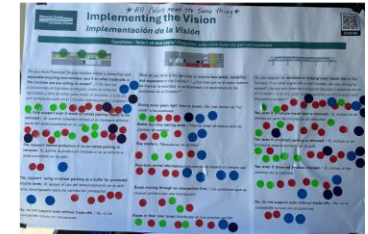


Poll 3: Transit Speed and Reliability Copy

00:00:58 1 question 16 of 23 (69%) participated

1. What do you think would be the appropriate treatments for Transit Speed and Reliability in parts of the Stevens Creek Boulevard Corridor? (Select all that apply) (Multiple choice)
16/16 (100%) answered

Centralized Transit Signal Priority	(12/16) 75%
Bus Islands and Other Loading Area	(11/16) 69%
Queue Jump	(11/16) 69%
Business Access & Transit Lanes	(9/16) 56%
Bus Lanes	(7/16) 44%



The Vision

Vision Statement

- “The Stevens Creek Boulevard Corridor transportation infrastructure changed little in the past 50 years while the area it serves grew into a worldwide hub of innovation. Therefore, we envision the transportation corridor our community deserves to support continued residential and commercial vibrancy: **safe and enjoyable travel for people of every age, ability, and chosen mode.**”

The Vision

Vision Statement

“Residents, businesses, and visitors would be served by:

- A **high-capacity transit system** supported by station access enhancements to connect the Cities of Cupertino, Santa Clara, and San José from Diridon Station and Downtown San José to De Anza College within twenty minutes, with connection to Foothill Boulevard, for reliable travel to local and regional destinations. Station areas would be well-maintained and inviting community assets.
- A **stress-free and enjoyable walking and bicycling environment**. High-quality pedestrian and bicycle infrastructure would be prioritized to connect neighborhoods to the corridor within a 20-minute walk of transit stops.
- **Safe and efficient vehicle travel** would be accommodated for connections to neighborhoods, businesses, and expressways and freeways.

This Vision would be implemented by an open and inclusive process of continuous evaluation to promote equitable access and use.”

Recommended Projects

'Implementation' Plan

- Near-Term (5 Years)
 - Corridor identity and maintenance
 - Bus speed, reliability, and experience
 - Enhanced corridor walking and biking infrastructure and connections
- Mid-Term (10 Years)
 - Intersection and crossing improvements
- Long-Term (20+ Years)
 - Separated, high-capacity transit

Near-Term Projects

Corridor Identity and Maintenance

- Convene businesses and business groups to explore:
 - Joint advertising and branding opportunities
 - Marketing and special events
 - Public safety and hospitality
 - Small business grants/loans
- Communicate business resources to Corridor businesses.
- Coordinate street cleaning and maintenance, including graffiti removal and sidewalk and vegetation maintenance.
- Reduce the speed limit to 35 miles per hour from Lawrence Expressway to Harold Avenue.
- Coordinate vehicle speed enforcement and speed education efforts.
- Develop a process for ongoing community input and engagement for corridor issues through the Stevens Creek Boulevard Corridor Steering Committee.



Near-Term Projects

Bus Speed, Reliability, and Experience

- Complete an administrative policy for the four agencies operating signals in the Corridor to cooperate with VTA to implement a corridor-wide transit signal priority through a centralized system.
- VTA will develop a Speed and Reliability Improvement Plan for the frequent network routes.
- Cupertino does not support the conversion of general-purpose lanes for transit.



Near-Term Projects

Enhanced Corridor Walking and Biking Infrastructure and Connections

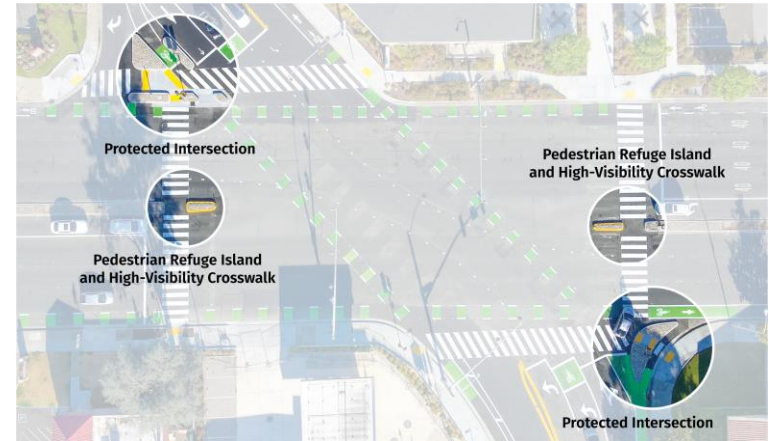
- Physically protect/separate/buffer bicycle lanes while maintaining access to driveways.
 - Widen sidewalk widths consistent with City standards
 - Plant shade trees.
 - Review locations for installation of median refuge islands.
 - Implement existing agency plans.
- Review the potential for leading pedestrian intervals at signalized intersections (LPIs).
 - Implement pedestrian-oriented lighting when street lighting is installed or replaced in the corridor.



Mid-Term Projects

Intersection and Crossing Improvements

- Implement enhanced, high-visibility crossings for pedestrians and bicyclists.
- Implement curb extensions and protected intersections.
- Prioritize crossings of barriers for pedestrians and bicycles
- Review key hotspots for crossing improvements, such as Monroe Street and Stevens Creek Boulevard at I-880, for potential reconfiguration to accommodate clearer travel patterns for all modes.



Long-Term Project

Separated High-Capacity Transit

- Continue conversations and pursue grant funding to study the project.

Example Project Delivery Timeline

- Preliminary Engineering (2025-2028)
- Design and Engineering (2029-2030)
- Environmental Clearance (2031-2036)
- Utility Relocation (2037-2039)
- Construction (2040-2045)



Final Steering Committee

Meeting #5 on Dec 18, 2024

- Acknowledged the participation of new members on the Steering Committee moving forward due to recent elections.
- Supported a review of the document and proposed each agency organize a study session tailored to the needs of each jurisdiction.
- Approved the amended plan, changing the name from Implementation Plan to Recommendation Plan.

Next Steps

Ongoing Coordination

- Reconvene the long-term Stevens Creek Vision Steering Committee and staff working group to lay out near-, mid-, and long-term strategies for projects.
- Pursue grant opportunities to advance project recommendations.
- Accepting the Plan now doesn't constitute the approval of approving the Plan's recommended projects, like the grade-separated transit project.



Recommended Action

- Recommend that the City Council accept the Stevens Creek Boulevard Corridor Vision Study.

